

Dr. 6 - BK. 93

X

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

----- ACCIDENT ----- *Survey*

LONG LAKE RD. & S.T.H. No. 10

From----- *To*-----

Road Acc't. No.-----

Date Filed 1936-----

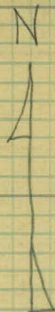
File-----

SITUATION CHART

Accident Survey

1-11
3/2/36

Long Lake Road

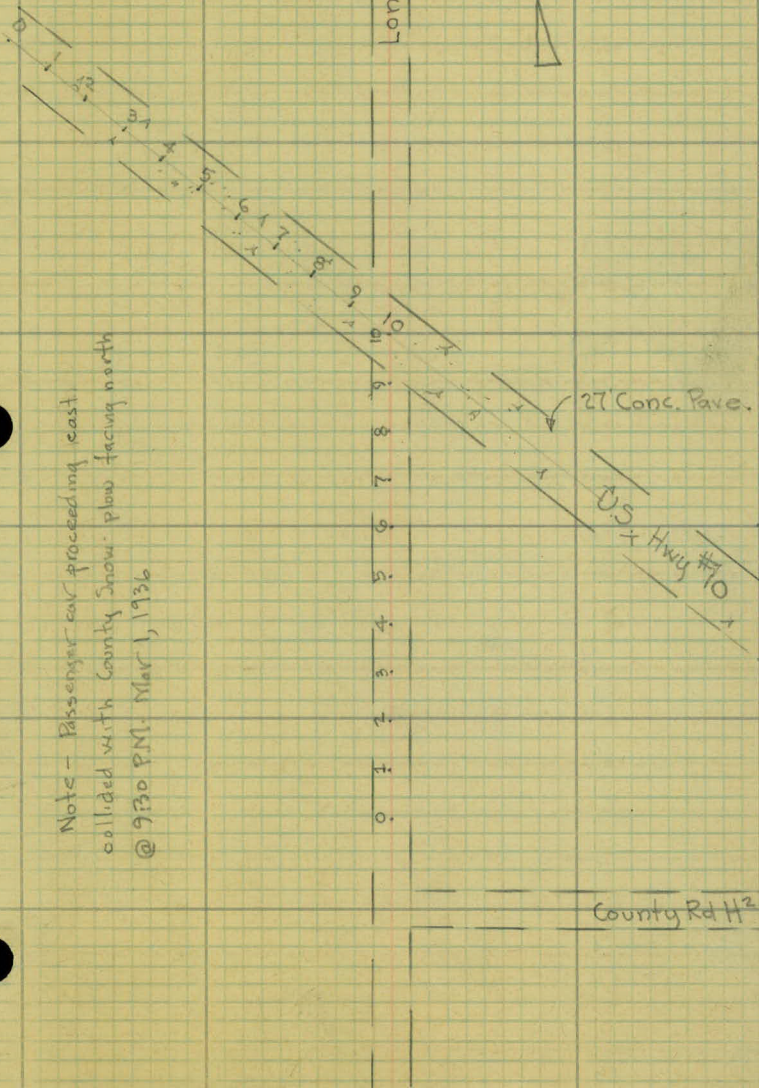


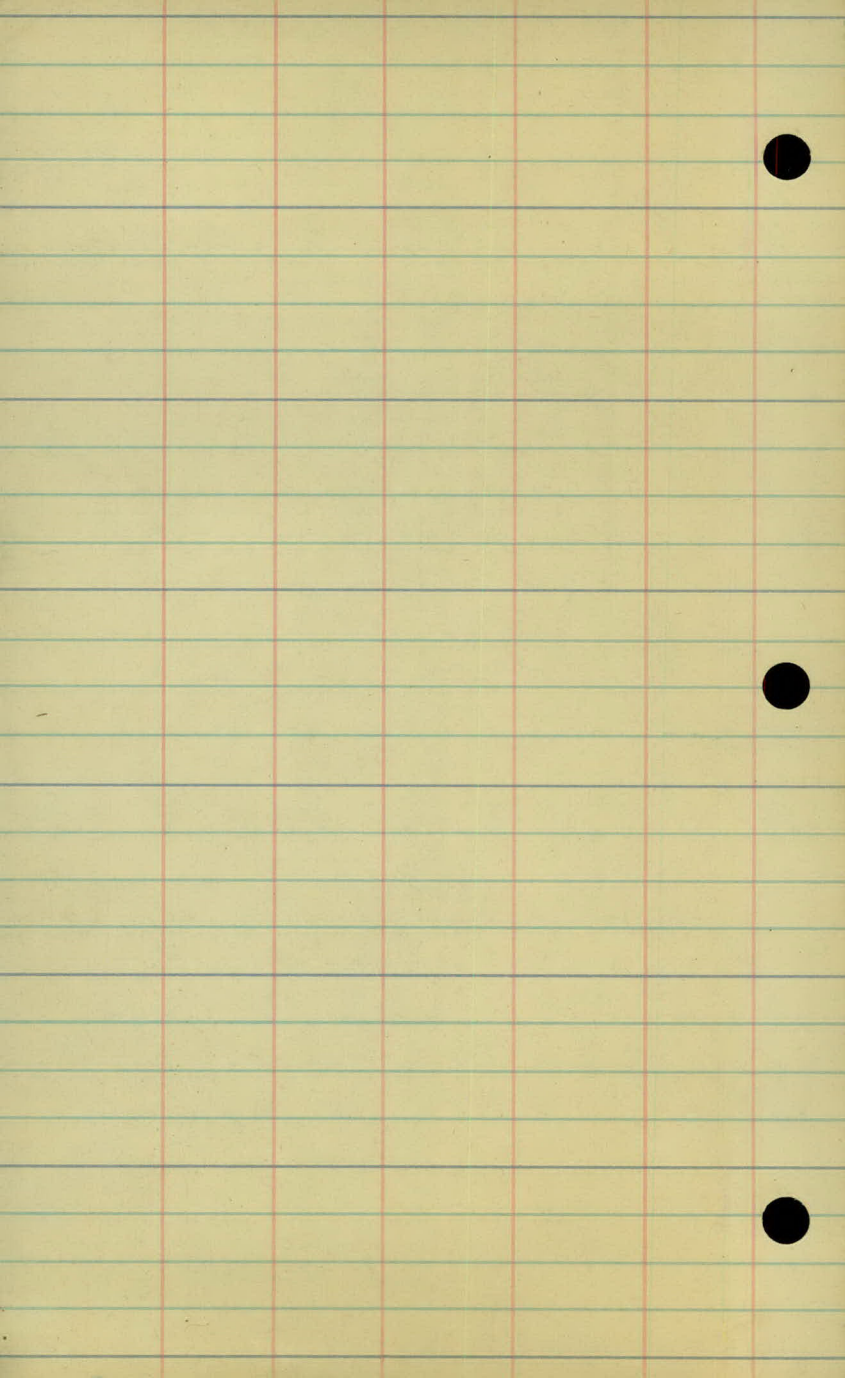
Note - Passenger car proceeding east
collided with County Snow plow facing north
@ 9:30 P.M. Mar 1, 1936

27' Conc. Pave.

U.S. Hwy #10

County Rd H²





U.S. Hwy #10

TOPOGRAPHY

Pave
13.5 13.5

6

5

4

3

2

1

0

Pave
13.5 13.5

Cult

Cult

11

Woods
66-90

± Long Lake Rd
114

10

+42 Cor Ho ✓
100
+11 Cor Front St ✓
A6
+03 Cor Front Stand ✓
47

+82 Woods

+67 US Hwy Shield ✓

+11-3-4 Oaks 26' High ✓
52

+98 Iron Sh (New Brighton Rd) ✓

+97-1' Dia Blood Stain ✓
10.5

9

+28 US Hwy Shield S ✓
26
+07 Trees ✓
± Long Lake Rd ✓
116

8

+45 Cross Rd S in Plain ✓
26

7

Pave
13.5 13.5

27' Conc Pave

Small Oaks

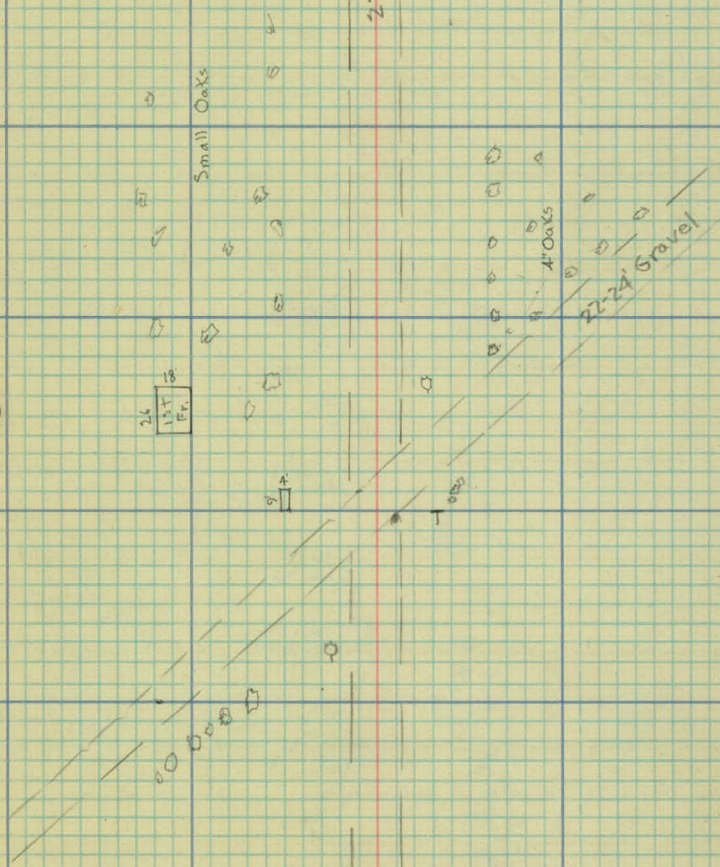
4' Oaks

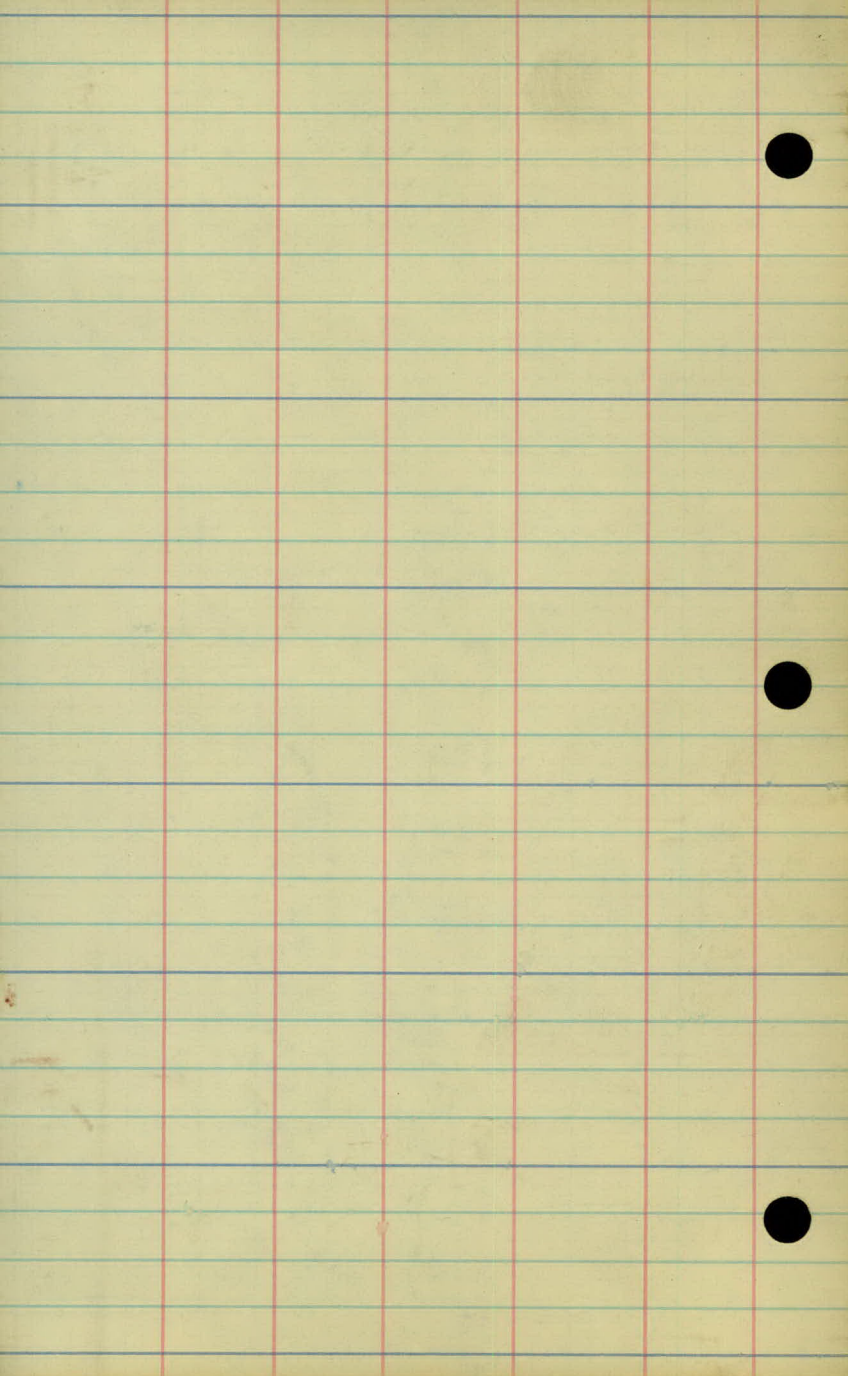
22-24' Gravel

24' 18" Pr.

Cult

Cult





Long Lake Road

TOPOGRAPHY

$$\frac{Peg}{34} \checkmark$$

$$\frac{Rd}{9-9} \checkmark$$

6

$$\frac{Fog}{32} \checkmark$$

$$\frac{Rd}{9-9} \checkmark$$

5

$$\frac{+16 F.Cov - Beg Wood}{33} \checkmark$$

$$\frac{Rd}{8-8} \checkmark$$

$$\frac{+16 Beg Woods}{25} \checkmark$$

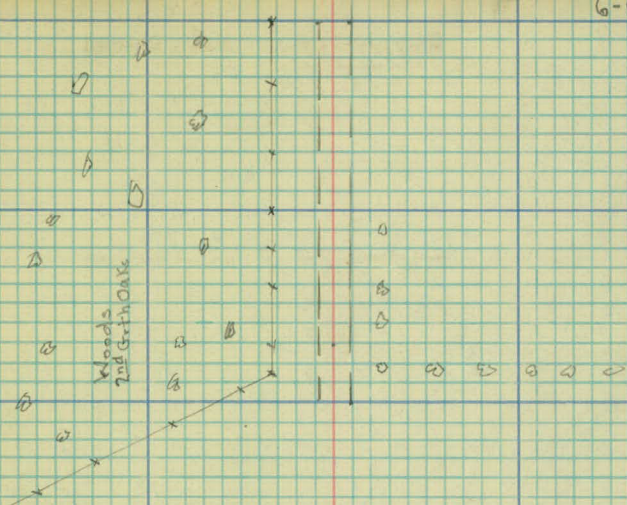
4

3

2

1

0



Hau

Hand

11

10

Int Hwy 10

9

✓
+ 44-4 3/4" Oak
+ 33-4" Oak 2 1/4"
+ 31-4" Oak ✓
30' ✓
+ 28-3" Oak ✓
31 ✓

✓
+ 25-5 3/8" Elm
27

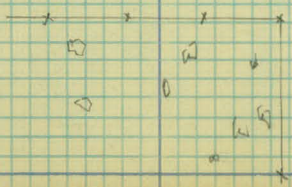
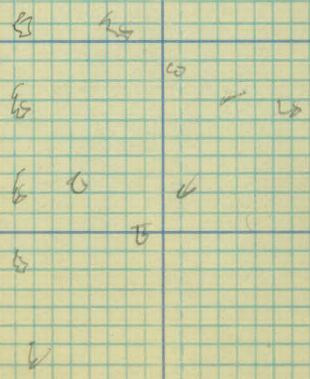
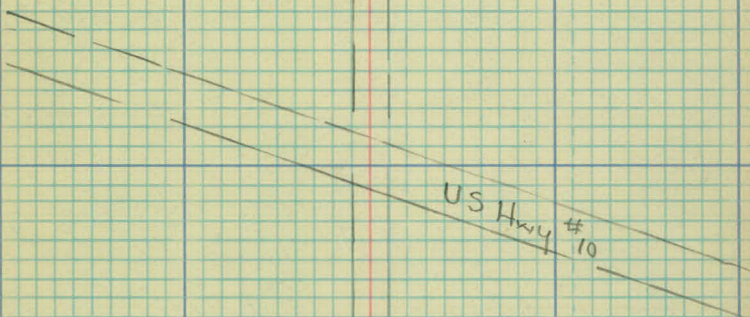
8

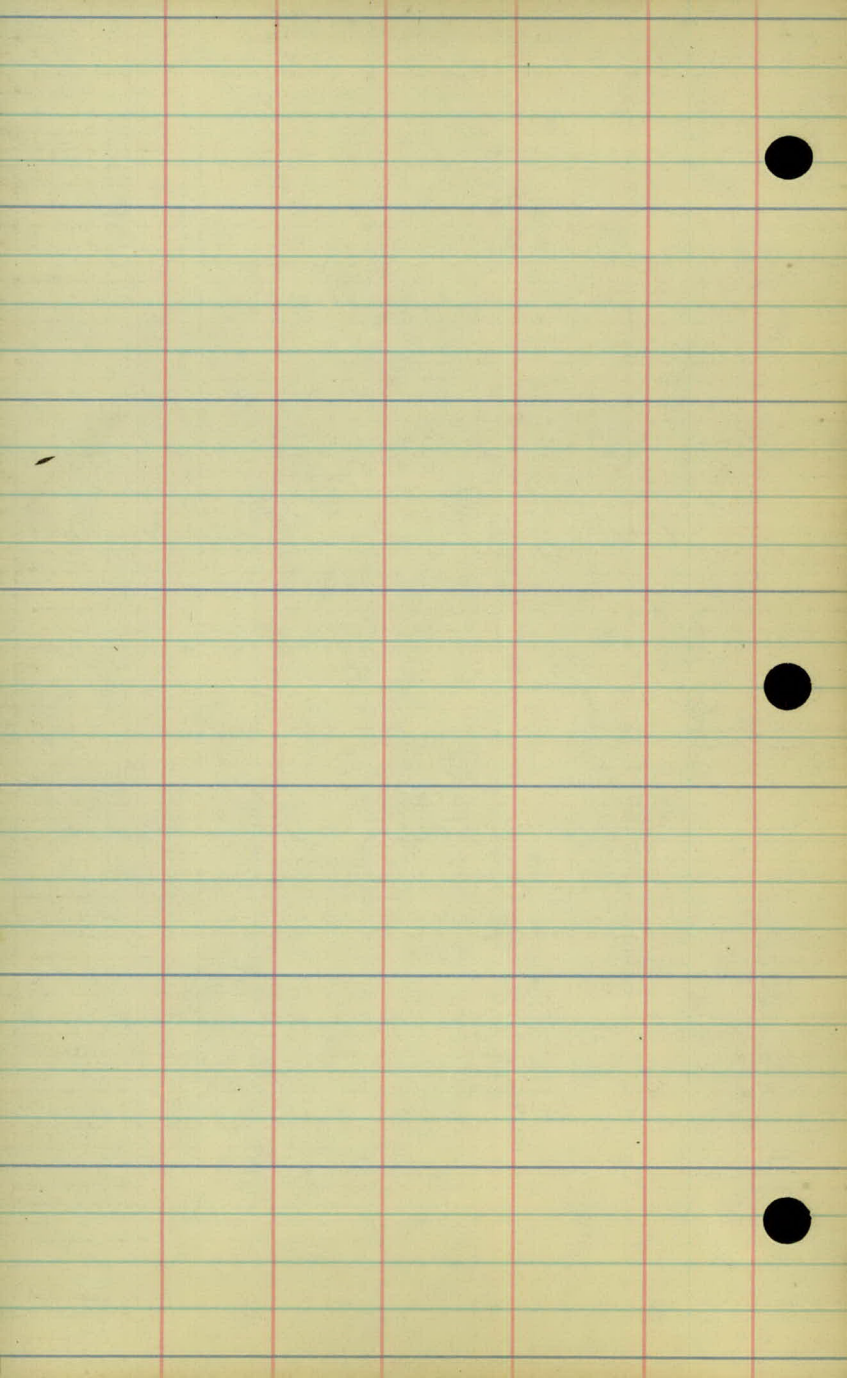
R1
9-8

Woods
20

7

✓
+ 83 F Cor End Woods
35





8-11

Mar. 2, 1936 - cloudy
Temp 33°+-

H.T. Portell
J. Bell
L. Goldberg
M. Gillen

Accident Survey

Long Lake Road & U.S. Hwy #10

Levels & X-Sections - U.S. Hwy #10

Sta	+	X	-	
B.M.	3.98	✓ 103.98		100.00
11			6.0	98.0 -
10			4.6	99.4 -
9+75			4.5	99.5 -
+50			4.3	99.7 -
+25			4.1	99.9 -
9			4.1	99.9 -
8			3.9	100.1 -
7			3.8	100.2 -
6			3.5	100.5 -
5			3.5	100.5 -

Note - Sta 10+00 Assumed
as Intersection, - #10 Stationing
advances to the east
Long Lake Road Stationing
advances to the north

RR. Spk. in 12" Oak SE Cor Long Lake Road + U.S. Hwy #8

$$\begin{array}{r} 104.7 \\ \text{TSB} \\ 4.6 \quad \frac{4.7}{13.5} \quad \frac{4.3}{22} \quad \frac{+0.3}{26} \quad \frac{1.1}{29} \end{array}$$

$$\begin{array}{r} 104.4 \\ \text{TSB} \\ 4.5 \quad \frac{4.6}{13.5} \quad \frac{4.7}{21} \quad \frac{1.8}{27} \quad \frac{+0.4}{29} \quad \frac{1.6}{31} \quad \frac{1.7}{38} \quad \frac{2.0}{50} \end{array}$$

$$\begin{array}{r} 103.4 \\ \text{TSB} \\ 4.3 \quad \frac{4.4}{13.5} \quad \frac{5.0}{26} \quad \frac{2.0}{27} \quad \frac{2.4}{30} \quad \frac{0.6}{32} \quad \frac{1.7}{35-50} \end{array}$$

$$\begin{array}{r} 103.8 \\ \text{TSB} \\ 4.1 \quad \frac{4.2}{14} \quad \frac{4.5}{21} \quad \frac{0.2}{25} \quad \frac{2.2}{29} \quad \frac{1.9}{39-50} \end{array}$$

$$\begin{array}{r} 4.1 \quad \frac{4.2}{13.5} \quad \frac{3.3}{17} \quad \frac{2.2}{25} \quad \frac{1.6}{47-50} \end{array}$$

Sta	+	π	-	
		103.98		
4			3.7	100.3 °
3			3.9	100.1 °
2			4.2	99.8 °
1			4.5	99.5 °
0			5.0	99.0 °

Sta	+	π	-	
		Long Lake Road		
B.M.	6.56	106.56 ✓		100.00

9+85				99.3
------	--	--	--	------

9+60				99.6
------	--	--	--	------

9+30				98.8
------	--	--	--	------

9				98.6
---	--	--	--	------

8				95.1
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7				93.2
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①	3.32	96.35	13.53	93.03
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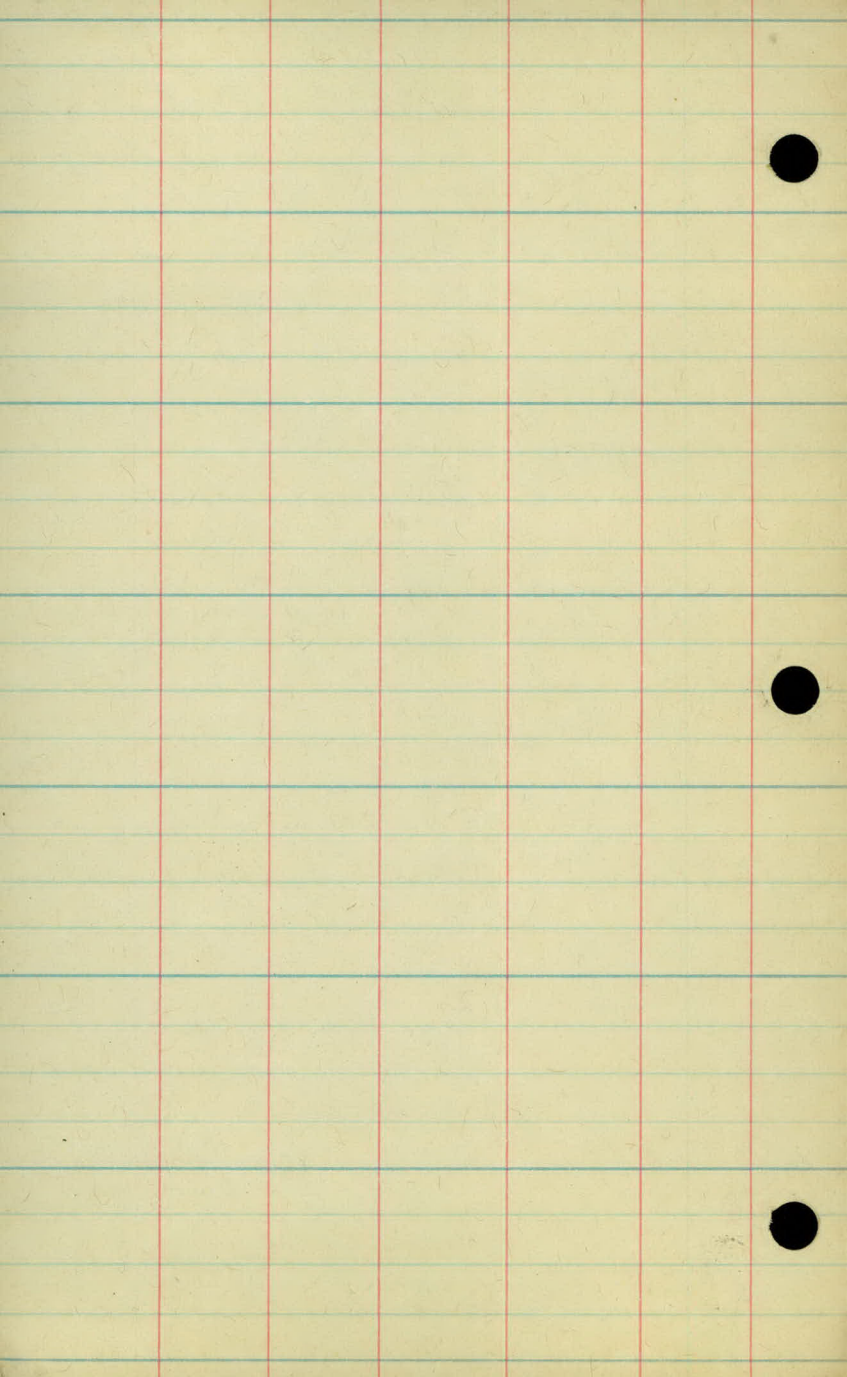
6			5.6	90.8
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5			8.7	87.7
---	--	--	-----	------

4			11.4	85.0
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R.R. SpKin Oak

$$\frac{70}{100} \quad \frac{77}{51} \quad \frac{71}{23} \quad \frac{44}{19} \quad \frac{65}{17} \quad \frac{72}{14} \quad \frac{101}{12} \quad \frac{113}{9} \quad 10.9$$
$$50 - \frac{8.4}{23} \quad \frac{6.8}{19} \quad \frac{9.6}{16} \quad \frac{9.8}{14} \quad \frac{13.8}{9} \quad 13.4$$



Picture #1 Kodak @ Sta 9+00 US #8 Facing East
Truck & Radiator over So Edge Conc Skb
2 - NG

3 Kodak @ Sta 9+50 on #8 Truck Same as picture #1

4 Kodak @ 9+90 #8 Facing So Truck Same position

5 " @ Int Truck Sta 8 Long Lake Rd

6 " " Sta 8 US #8 Truck on L.L.R Sta 9+60

- Facing West
- 1 Kodak @ Int Truck @ Sta 8 US #8
 - 2 " " 9+50 #8 Truck @ 9+50 L.L.Rd
 - 3 Kodak @ Sta 9+00 US #8 Tr. Sta 9+50 L.L.Rd
 - 4 Kodak @ Sta 8+00 US #8 Truck @ Sta 9+50 L.L.Rd
 - 5 Kodak @ 7+00 US #8 Truck @ 9+50 L.L.Rd
 - 6 Kodak @ 6+00 US #8 Truck @ 9+75 L.L.Rd

